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of Manhattan, New York.

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At Last the Canal.

The Panama Canal has been nebulous and wholly confusing of aspect. It has been like a star seen through a great unfocused telescope. But the lenses have steadily been compelled to adjustfine lucidity and unimpeachable defini-

The Isthmus has been a definite propowere only too well known. But how a navigable waterway across it should be best contrived was a problem on which there was no sort of agreement, either as to the kind of canal that should be built, the cost of that canal, or the time which would necessarily elapse before it could be opened to navigation.

All this doubt and confusion has now passed away, and it is possible to see just what sort of a canal it is to be, what it will cost, when it will be ready for the and Stripes through it from the Atlantic to the Pacific, and to what ultimate condition and capacity the new waterway will attain.

In considering this early wonder of the century it is impossible to put apart from it the masterful and all-compelling genius which is now, and always will be hereafter, associated with its achievement. President ROOSEVELT'S unerring instinct for that thing which is capable of practicable realization, for that thing which will most readily appeal to the imagination of the nation, for that thing which will suffuse the present rather than occupy the future-that is what has and absorbing actuality that it is to-day. Without President ROOSEVELT no Republic of Panama and no canal anywhere! Without President ROOSEVELT no determining what kind of a canal to build and no beginning of it if it were determined. Only his energy and impetuous domination of men and things could bring the telescope to a focus.

The general purpose inculcated by President ROOSEVELT for the guidance of the distinguished body of scientific men who are now on their way to the sired to have a railroad built, and with a ruler he drew a line on the map from St. Petersburg to Moscow, and said: "Build that!" That was explicit, but not clear. What President ROOSEVELT said was simply that a canal must be built across the Isthmus, conformably to the best indications of science and practical expediency. What these indications are we may now see in the clear light and logic of the deliberations of the commissioners whom President Roose-VELT called together to give shape and consistency to the final plan of the Panama Canal.

(1) We shall have a canal of a capacity of 50,000,000 of tons a year, ready for operation in not less than four years and in not more than five years.

(2) It will be a canal with locks, but the locks will be built in such a way that they can be gradually removed and the canal lowered to sea level without interfering with its navigation.

can be accomplished in twenty years, to formulate terms obligatory upon which is the same time that would be required to inaugurate navigation in a sea level canal if its construction were decided now.

(4) The present tonnage which the canal would attract is about six millions of tons a year, as computed by statisticians, with an increase yearly in a ratio not now determinable. But the canal would be lowered to sea level long before the tonnage could approach the canal's limit of capacity.

(5) When twenty years shall have elapsed and the canal is lowered to the sea level, its capacity will be of no practical limitation. That is, it will present the aspect of the Straits of Panama, relatively the equivalent of the Boseven now of the Straits of Gibraltar. It will have in the beginning a width three times greater than was heretofore thought of. It will have 600 feet at the water level, instead of 220 feet. It will have no tidal locks that may be crippled by an accident. It will have 45 feet depth at the lowest tide, instead of a

constant depth of 35 feet only. about the project that is comprised in these five statements is that this waterway, no longer admitting of the restrictions of the term "canal"-this waterway which will require an excavation of 600,000,000 cubic yards, instead of 200,- proval at Pekin. Suppose, for example,

require to build the narrow tide-locked canal of limited capacity which has heretofore been advocated by the most capable and intelligent engineers who have advised the sea level canal to the exclusion of everything else

The South Misrepresented.

If the City Council of the Alabama town of Montgomery or of any other town should refuse to appropriate money to defray the expenses of entertaining the President when he visits the place, on Published by The Sun Printing and Publishing | the ground that in principle public Association at 170 Nassau street, in the Borough | money ought not to be spent for such a money ought not to be spent for such a purpose, the refusal to make the appropriation would be respectable. But jection to the personality of the President it is not merely discourteous, but unpatriotic.

Moreover, it is all the more discreditable when, as in the case of Montgomery, the Council had invited the President to visit their town.

The President of the United States holds an office which of itself deserves ment and at last the object is seen with and should receive the honor of the whole American people. He may have been elected to that office, as was Mr. ROOSEVELT, in the face of a strong opposition, at the South more especially, sition. Its dimensions were completely and he may hold opinions and govern apprehended. Its physical difficulties his conduct in ways which do not commend themselves to the whole American electorate. No President, from WASH-INGTON to ROOSEVELT, has ever been without political and personal enemies. He never has been in agreement with every citizen.

All the same, as the President of the United States he represents the dignity and the power and the glory of the American republic, and receives from every decent citizen accordingly high consideration and due honor.

We do not need to enforce these sentiments on the great mass of the peofirst American ship to float the Stars ple of the Southern States. They are a courteous people and proud of their courtesy. They are punctilious in their regard for the social conventions of civility. But now and then an ugly feeling which defies the restraints of decency crops out at the South, as it has now done at Montgomery.

It is a lamentable manifestation, incongruous with the civilization on which the South prides itself. It is unfortunate, also in even a practical sense. The notion that the spirit which such an episode reveals prevails in those States would be injurious to them and their now great and prosperous enterprises. the impression should be obtained from the miserably parochial spirit manifested by the Montgomery Council that the South has no respect to show made the Panama Canal the immediate and no honor to give to a President unless he shares all its prejudices, the South would lose the consideration to which it is entitled from other parts of the Union and from the outside world. It would be regarded as petty, petulant and childish.

This impression, so far as it has been produced by the episode in the Montgomery Council, will be dissipated effectually by the large, generous and patriotic spirit which will be displayed by the Southern people toward Mr. ROOSEVELT worst misfortune from which the South | ends in wiew. now suffers is that men who are not ent material progress ought to have strength.

fitter official representation. This we say in the unquestioning confidence that the whole of the enlightened

South will agree with us. China's Objections to the Ports-

mouth Treaty.

It will be remembered that before the conclusion of the peace of Portsmouth the Pekin Government notified the belligerents and the other Powers interested in the Far East that unless it were permitted to take part in the conference it would not hold itself bound by the agreement reached so far as it might affect Chinese territory. For obvious reasons China's participation in the negotiations was deemed inadmissible by both Russia and Japan, but both of those Powers must have recognized (3) This change to a sea level canal their incompetence in international law outsiders and must have reserved for subsequent diplomatic discussion the procurement of China's assent to certain conditions.

The provisions of the Portsmouth treaty in which China is directly conthe Manchurian railway which runs southward from a point twenty-five miles south of Harbin and that the section north of that point shall be retained by Russia; secondly, the transfer to Japan of that part of the Liaotung peninsula which was leased for twentyfive years by China to Russia; thirdly, the agreement that Russia and Japan shall be at liberty to keep in Manchuria for the purpose of guarding their respective sections of the railway fifteen soldiers per kilometer, an arrangement porus or of the Straits of Magellan or | which, for the two Powers taken together, would give an aggregate of 15,000 soldiers; lastly, the agreement that the belligerents should have eighteen months in which to withdraw their armies from Manchurian soil.

To Russia's retention of the northern section of the Manchurian railway China does not object; nor can she do so so long as Russia conforms to the conditions of the franchise authorizing that Power to construct and operate But the most extraordinary thing the line. As regards the southern section of the line, it is open to argument whether a railway franchise granted to one foreign Power is assignable to another; circumstances might be imagined under which such an assignment would be viewed with intense disap-

the same amount of money that it would Japan's acquirement of the southern section of the Manchurian line, however, China does not object, and, should she desire to take it over, would doubtless concede that in equity the Japanese had a claim to be reimbursed to at least the extent of the actual value of the railway. What is true of a railway franchise in Manchuria is true a fortiori of the twenty-five year lease of Port Arthur and Dalny. It is certain that when the lease was granted to Russia the Pekin Government never contemplated its assignment to another Power, and least of all to Japan, which had recently been compelled by the Franco-Russo-German ultimatum to retrocede it to China. Nevertheless, in the case of this lease the Pekin Government seems disposed to recognize accomplished facts, and should she want to recover Port Arthur, which it is well known commands the entrance to the Gulf of Pechili, will doubtless be willing to pay for it.

Against two of the four conditions above named, on the other hand, China has formally protested. No military expert will dispute the Pekin Government's assertion that nine months would afford ample time for the withdrawal of both the Russian and Japanese armies from Manchurian soil, inasmuch as the military authorities on both sides have railways and plenty of rolling stock at their disposal. Given the distance, the number of soldiers, the condition of the track, the number of locomotives, together with the number and capacity of the cars, the time required to move an army beyond the Manchurian frontier is a matter of arithmetical calculation. Even admitting that the total number of the Russian and Japanese troops in Manchuria is not far from a million men, we must recognize that with the existing railway accommodations they could be withdrawn in nine or even in six months. China, therefore, as a neutral that has already suffered serious losses through the prolonged occupation of her soil has a right to demand that evacuation shall be effected within a term considerably

shorter than eighteen months. No less inexpedient from China's point of view must seem the arrangement by which Russia and Japan are between them to keep in Manchuria as railway guards no fewer than 15,000 soldiers. No self-respecting country would tolerate a state of things certain to cause incessant friction and collision with its own local authorities. The Pekin Government declares itself entirely qualified to protect the enjoyment of the railway franchises which it has granted in Manchuria and claims that there will be time enough to talk about importing foreign guards when she shall have failed to discharge her duties. Even then she would have a right to be heard as to the number of guards

We have no doubt that Japan will meet China's protests in a conciliatory mood, and in that event we do not see how Russia can venture to show herself recalcitrant.

The Real Citizens' and Fusion Can-

didate. The inability of the Citizens' Union to agree upon a fusion ticket is by no when he makes his visit to them; but it is means entirely or mostly due to the unfortunate that their general senti- fact that the proposed fusees such as ment has been misrepresented by indi- | ODELL and some of the municipal own-Isthmus was as clear and explicit as viduals in that particular body. The ership statesmen have personal selfish

Mr. CUTTING has done the best he true exponents of its enlightenment could, but he has been handicapped by and its social cultivation are so fre- the notorious desire and purpose of quently in public places. It is a great members of the Citizens' Union and region, in many respects the most fav- those other independent citizens to ored and prosperous in the world, and whom ordinarily a fusion movement its high civilization and astonishing pres- appeals and from whom it gets its

These members and these citizens want good municipal government. Mayor McClellan has given it to them. They

are satisfied. Moreover, a large number of Republicans who are willing to separate national from local issues and have no blind attachment to an organization exploited for commercial purposes, and no fondness for a Newburgh directed government of New York city, are satis-

fied with Mayor McClellan. So Mayor McClellan will be the real citizens' candidate, a real fusion candi date, for his administration is approved and will be supported at the polls by Citizens' Union men, independents and anti-graft Republicans, as well as by Tammany and other brands of Demo-

Senator Morgan's Pledge.

The Hon, JOHN T. MORGAN of Alabama. stout champion of the Nicaraguan canal route, opponent of the Hay-Varilla treaty, still doubts the practicability of the Panama cut. He believes in Nicaragua yet, but that will not prevent him cerned are four: first, the stipulation from aiding, with vote and influence. that Japan shall acquire that part of the great project for a Panama canal. In a letter to Chairman Shonts of the Canal Commission Mr. MORGAN makes this pledge, clear and specific:

" You may find the key to unlock the barriers that Nature has interposed at Panama. If you should be so fortunate, I will applaud your genius and courage. I will vote to provide you with every reasonable authority and power to accomplish your task and to meet your tremendous respon-

The dream of a Nicaraguan canal dies hard in the mind of the senior United States Senator from Alabama. But Mr. MORGAN, for the sake of that dream, will not attempt to block the progress of a great national enterprise.

In Lafollettia.

The long indignation, labor, energy and pugnacity of the Hon. ROBERT MARION LA FOLLETTE have been rewarded and crowned at last. Wisconsin has a railroad rate regulation law that breathes the sentiments of the great Wisconsin railroad tamer; and how does she like it?

Free transportation was stopped absolutely. According to despatches from the seat of railroad war, immigration into the State has stopped, too. The railroads have been in the habit of giving free passes to land agents engaged in steering settlers to the vacant lands in north-000,000 will have been constructed for Germany had been the assigned To ern Wisconsin. The agents have quit for him.

Harvest hands used to ride on Wisconsin railroads at reduced rates. They are forbidden to do it now. In prosperous crop years there is always competition among States for farm hands The Badger agriculturist must get in his own crops and draft his women folks.

No more excursion trains in Wisconsin. No "stop-overs" permitted. Finally, the work of tampering with freight rates under the new law, its most

serious and dangerous part, seems not to have begun yet. When the making of freight rates by politicians does begin what will its effect upon business Wisconsin business men and manufacturers wait in fear and trembling, expecting the worst. Iowa, the home of Grangerism, the regulator of railroads, has her lesson in census figures that show her going backward, not forward. Is Wisconsin on the same road?

The Miners in the Coal Fields.

TO THE EDITOR OF THE SUN-Sir: Your editorial "The Menace in the Coal Fields"

hits the nail on the head. The writer was born and raised in the coal fields and knows miners and operators. The miners are better paid and better off than the same class of laboring people in the cities. large percentage of the miners own real estate and live well. The majority of them their demand for an eight hour day is all

In regard to recognition of the union, John Mitchell is doing it for his own glory. He has been making speeches through the coal field, asking the miners to pay dues and to by miners that they did not want to join the union but were afraid to stay out. The operators do not care if a strike comes

because it always raises the price of coal, and coal never goes down to the same level. The public pays for the glory of John Mitchell. writer is not connected in any way, shape or manner with the coal interest. SCRANTON, Pa., Sept. 28. ANTHRACITE

Mr. Witte's False Statements

TO THE EDITOR OF THE SUN-Sir: Has not the time come for the American people to "read the riot act" to Mr. Witte because of his false statements and vainglorious boastings? What right had he to say, as he did this morning at the railway station in St. Petersburg: "I performed my duty well beall classes of American society, from President Roosevelt down, were in sympathy

Never before was a falser statement made.

So, also, was false his further statement the other day that he secured peace because of his success in working the American press.

President Roosevelt should officially protest to the Russian Government against Mr. Witte's lie in stating, by words and inference, that he—the President—was more in sympathy with Russia than with Japan. Such was not the case. The President was eminently fair to both. Unless this protest is lodged, and lodged promptly. Tokio will not look so favorably on Americans and American interests.

What a contrast in Baron Komura's modest, respectful attitude, words and quiet departure, not knowing what may happen to him on arrival home for the personal sacrifices which alone made it possible for Mr. Witte to return home in self-assumed triumph.

History will provide the usual compensations.

WALTER J. BALLARD.

SCHENECTADY, Sept. 28. Never before was a falser statement made.

TO THE EDITOR OF THE SUN-Sir: Your Washington correspondent, noting the satisfaction of the Government with the Anglo Japanese treaty, because of "the fact that it absolutely assures the maintenance of the policy of the open door in China established

policy of the open door in China established by the late Secretary Hay," goes on to say: "The policy is distinctly the production of the United States Government."

Now, Lord Salisbury coined the phrase and initiated the policy of the open door in China some years before Mr. Hay joined the McKinley Cabinet.

It is true, however, that Mr. Hay became a zealous upholder and exponent of the doctrine, which he doubtless imbibled in England during his stay there as Ambassador, for it had then become a subject of daily comment in the press and at public meetings and meetings of various chambers of commerce throughout Great Britain.

It may even be true that in his efforts to secure international recognition of this important policy "the younger disciple did outrun Peter," but the credit for the paternity of the doctrine is due to the late Prime Minister of Great Britain alone.

New York Sent. 28

of the doctrine is due to the late interior ister of Great Britain alone.

New York, Sept. 28. J. D. Peterson.

The Evening High Schools. TO THE EDITOR OF THE SUN-Sir: We read of the large numbers of young men attending our evening high schools. There is one school in Man hattan at which last year the number enrolled at the beginning of the season was about two thousand ung men, and the average attendance at the end of the term was not more than four hundred young men. It seems to me somebody is at fault for this large reduction in the number of young men attend -

g at the end of the season.

This particular evening high school I refer to I have attended for the last four years. At this school the quality and efficiency of the teachers have been steadily decreasing. Why is it that the Board of Education cannot give our evening high schools the best of teachers? This, I think, is th reason why the average attendance at our night schools about Oct. 1 is two thousand young men, and by March 30 (about the time of closing) the average attendance is only four hundred young men

Unlighted Street Signs. To THE EDITOR OF THE SUN-Sir: The publi

am sure, would be grateful for any information pertaining to the non-illumination of the street sign boxes. I, as well as others, fall to see why the appropriation was made some time ago for the erection of street sign boxes if it is not the in tention of the department in charge to see that they are lighted when necessary. They are certainly of no avail at night-a time when they should by all means prove their usefulness.

There was absolutely no need of wasting the money in erecting these signs if at a time when hey are most needed they are absolutely useles An Expression of Hearty Agreement.

TO THE EDITOR OF THE SUN-Sir: The points A your editorial article on Japanese mobs and our own are made with such delicate nicety as to give joy to the soul of the liberal readers of The Sun, of whom I suspect there are a multitude

As a people, we and other so-called Christian nations are suffering to have our self-sufficiency taken down. We have backslidden a million miles from our Teacher's precepts, even the best of us. If so called "heat'en" peoples have done the same thing, what business have we to throw stones which will only rebound upon our own NEW YORK, Sept. 20.

The Case of Justice Wright. From the Schenectady Gazette.

Whatever that affects the honor and the tegrity of any member of the judiciary of this State is of the greatest concern to every citizen in every corner of the commonwealth, and the fact that Justice Wright has shown that he. like Hooker, is unfit for the bench—that he has de-graded his office by "grafting"—should excite the condemnation of every citizen whose cause may in the transferring of the Justices which often occurs, be heard by him.

Underlying the defense that is always made in

such a case is the old question that Tweed flung i the face of the public, "What are you going about it?" What ARE the voters of the Fifth Judicial district going to do about it?

TO THE EDITOR OF THE SUN-Sir: Some ne

will raise the cry now that Cuba is not fit for seif-government. Lord Macaulay once said that if you want to earn to swim you must go into the wat we see Cuba floundering and spluttering in the water. She is learning to swim. We should by no means attempt to take her out, though words of advice and encouragement will be in order. NEW YORK, Sept. 28

Delayed Haircut. Damocles saw the sword suspended by a hair

"I would have given a million dollars for tha wear long curis. Then indeed the king perceived it had no terror

OUR INTERNAL COMMERCE. Its Great Volume and Very Satisfactory

Movement. The satisfactory movement of our internal ommerce was continued during August

(Bureau of Statistics figures). Chicago, Kansas City, St. Louis, St. Joseph and Omaha received 2,800,706 head of live stock, an increase of more than 50,000 head over August, 1904, and also August, 1903. For the eight months ended August the receipts were 22,579,177 head, an increase of 2,264,689. Chicago heads the list of receipts with 3,-737,317 head, but Kansas City is a good second

with 3,302,756 head. Chicago, the greatest packing house center in the United States, received during August packing house products to the extent of 73, 752,288 pounds, an increase of 21,747,208 pounds over August, 1904, and 30,619,634 pounds over 1903. Shipments for the month footed up 261,272,351 pounds, or 71,705,618 pounds more than in August, 1904. For the eight months Chicago's receipts of these products totaled 598,043,637 pounds, an increase of nearly 200,-000,000 pounds over 1904, and 331,000,000 pounds over 1903. Shipments amounted to 1,653,-000,000 pounds, a 51,000,000 pound increase.

Spring wheat receipts at Minneapolis, Duluth, Chicago and Milwaukee during August were 10,359,568 bushels, an increase of 448,405 bushels over August, 1904. The lead was with Chicago, 5,313,490 bushels. Minneapolis econded with 3,772,110 bushels.
Winter wheat receipts at Toledo, St. Louis,

Detroit and Kansas City aggregated 24,304,609 bushels from July 1 to Aug. 31 (two months). giving 4,052,085 bushels over the same two months of 1904, and 7,980,473 over 1903. Kansas City led with 13,989,000 bushels, and St. Louis followed suit with 7,716,000 bushels. Grain moving eastward by trunk lines from Chicago during August showed up well, and its result more than anything else shows

real gain, because for most of it we get foreign money. The quantity so sent east was 7,-776,000 bushels, an increase of 2,257,000 bushels over August, 1904, and of 4,197,000 bushels over August, 1903. For the eight months such shipments were 69,109,000 bushels, an increase of 5,317,000 bushels. Flour sent eastward in August was 364,788 barrels, slightly more than in August, 1904 or 1903. Provision movements east for August reached 139,933 tons, and for the eight months

914,835 tons, both showing gains over the Great Lakes traffic always prominently gages our internal commerce movement. Receipts for August were 9,501,759 tons, an increase of 516,199 tons over August, 1904, and of 1,093,525 tons over August, 1903. Ship-

ments during the month consisted of 187,244 and flaxseed, 2,155,913 net tons of coal, 4,884,of logs and lumber, and 705,061 net tons of unclassified freight. For the eight months the Great Lakes shipments totaled 40,540,912 tons, an increase over 1904 eight months of 15,703,024 tons. This is

an enormous increase, partly owing to the owing to freedom from labor strikes. Just think how much the gain was in wages to all the old story-more strikes and less wages; less strikes and more wages.

Sault Ste. Marie Canal's tonnage also graphcally portrays this "absence of labor troubles" improved result. For the eight months of the canal was 26,164,799 net tons, as against 4,843,007 tons last year's eight months, labor troubles were rife. The wages paid out this year on the extra 11,321,792 tons runs up into millions of dollars, of which the Lake workers and the community at large are reaping the benefit. One thing is certain, and that is that strikes never pay, no matter which side wins or loses. Business once lost by reason of strikes is never regained. Uncle Sam's internal commerce is all right year in and year out, just as long as it is left alone by strike agitators, rate controlling legislation, and the many "rainbow chasing nostrums which always follow in prosperity's

I hope that Mr. MacDonald's idea will be taken up by the Board of Education. NEW YORK, Sept. 26.

TO THE EDITOR OF THE SUN-Sir: I have been a drawing teacher myself at one time, and I can't for the life of me see anything in the idea of photo graphic art instruction. Technique can be taught; no child is so awkward that it could not acquire some manual dexterity. But art appreciation cannot be taught by the camera—as little as by the penell. True enough, it is a matter of taste, but good taste is an inborn gift.

Equally fallacious is the argument that some children have no talent for drawing, and that fo that reason drawing should be replaced by some thing else. One could just as well exclude ainging as surely many children have no musical car at all.

BEDFORD PARK, Sept. 27. JOHN F. PORGER.

A Difficult Problem.

TO THE EDITOR OF THE SUN-Sir: The humorou reatment of "Dooley's Pink Tea" in the Tenderlo station house by almost every newspaper has minimized the gravity of the affair. The stratifi cation of New York with disorderly classes is be ning the most serious problem that decent house holders and flat dwellers have to consider For twenty years this plan has been in vogue

till the condition is comparable to what a similar ine of activity by the Street Cleaning Departme might have caused if each district captain instead of removing refuse had merely not allowed it to accu mulate, but had sent it to cleaner sections so that would be less noticeable.

The mingling of such people with respectable families and the dulling of the sense of self-respect on the part of the owners and agents of houses have brought about a condition which every tenant with a family must regard with the greatest ap-Instead of isolating such conditions in a sectio

where vice could be regulated and controlled, the innocent and poor are made to suffer and become ntaminated. NEW YORK, Sept. 27.

Testimonials From Immortals. The great Sun .- Webster.

The rising SUN.-Plutarch We call THE SUN. Tennyson The pleasant Sun .- Milton The glorious Sun. Coleridge. The burnished SUN .- Shakespeare.

e worshiped SUN. Shakespeare THE SUN shines everywhere .- Shakespeare. All except their SUN is set .- Byron. And hold their farthing candles to THE SUN. -L. Oh, what were man-the world without Tre

SUN? Campbell A pleasant thing it is for the eyes to behold THE UN. -Ecclesiastes.

THE SUN will pierce the thickest cloud earth ever stretched. - Browning.

PHILADELPHIA, Sept. 29. Two Birds.

Chauffeur-Hey, while you're under there I wis ou'd just look and see if the Jigamarig is bro The Scrubwoman's Lament.

I can hear the rabble shouting And I long to lose my sorrows Where I'll find them nevermore For my heart is full of sadness and my work is full of wo While I'm sweeping up the eggshells After Casey's "rotten" show.

After the show was over. After the curtain went down They sought for the star With a bucket of tar, And Casey sneaked out of the town.

Far away upon the prairies. Where the herds of cattle roam. I can see the gloomy Hamlet Chasing shadows for a home. He is eating hay for supper And my hands are working slow While I'm sweeping up the eggshells ... After Casey's "rotten" show

WILLIAM J. LAMPTON.

TURKEY AND MACEDONIA. An Eastern European's View of Financial

Control by the Powers. TO THE EDITOR OF THE SUN-Sir: Again a collective note from the six Powers has been handed to the Porte declaring that they are decided to assume international control

of the finances of Macedonia. Judging by the Bulgarian press, which is far from being optimistic upon this issue, and by the last refusal of the Sultan to grant the demands of the great Powers, there seems to be little hope for the realization of the desired reforms. This sturdy resistance Turkey can have only one explanation, namely, that Turkey's unyielding mood is supported and upheld by external influences.

It is well known that Austria, since the very beginning of the negotiations, has strongly objected to the formation of an international financial control in Macedonia, because by its establishment the work of reforms would take a more European character. But when Lord Lansdowne insisted that this international control should mately take place Austria was obliged to go hand in hand with the other Powers, while at the same time she is endeavoring to maintain and enhance the opposition of the Porte to any control of her finances of Macedonia.

The same unfriendly spirit against the collective proposals prevails in Germany,

The same unfriendly spirit against the collective proposals prevails in Germany, but from motives quite different. The Emperor entertains no political designs, as Austria, but is aiming to subjugate Turkey economically by means of various enterprises and concessions, to which the Sultan is asked to guarantee a certain minimal percentage upon the invested German capital by pledging some of Turkey's revenues. If the international control should become a fact the Ottoman Government would have no right, not even a possibility, to pledge the revenues proceeding from Macedonia, and would be therefore less liable and less disposed to guarantee German enterprises. Germany, whose foreign policy is based upon economical principles, can have no sympathy with the establishment of this international control, and she is doing all in her power to defeat such a project. These outward hints and suggestions have no doubt great influence upon the Sultan. But the chief cause of his stubborn opposition is the fear of a collective participation of the great Powers and of the introduction of an organized foreign control in Macedonia. It is of course true that by the appointment of the European officers for the Macedonian gendarmerle an international control has been in principle accepted, but this measure is only formal and without any precision. The sanction of a foreign control would create an organization capable of developing a regular and decisive activity.

measure is only formal and without any precision. The sanction of a foreign control would create an organization capable of developing a regular and decisive activity. While the European gendarmeric appears to be an organ without any functions, the international financial commission would represent a distinct system of control which could serve as a foundation for the future autonomy. For Turkey, however, it would be the end of her reign in Macedonia.

BOSTON, Sept. 28.

TO THE EDITOR OF THE SUN-Sir: I was much interested in the achievement of the as high as he chooses; but will such an assump-United States cruiser Columbia in searching for, finding and destroying the derelict Ed-Sun. In one paragraph of the article, however, injustice is done to this company, and I feel quite certain that you will assist in labor engaged in Great Lakes traffici It's righting this wrong, as you do all others the old story—more strikes and less wages: where possible. The paragraph in question

Commander Bowyer decided to make a hap-hazard sort of search. Before doing so he made an effort to communicate by wireless with several liners in order to find out if they had seen anything of the derelict. The navy uses the Slaby-Arco system of wireless and the liners use another sort. The Commander got no response from any of the ships, although they received his messages. The impression aboard the cruiser was that the wire-less operators on the merchantmen might have strained a point to help Uncle Sam locate a menace to transatiantic navigation.

The wireless apparatus referred to as being in use on the liners is undoubtedly apparatus of the Marconi type, for the reason that no other apparatus, so far as I know, is in use

other apparatus, so far as I know, is in use upon any oceangoing passenger steamer regularly crossing the ocean.

Although the Department of the Navy in using Slaby-Arco apparatus is, in our view, infringing letters patent granted to Marconi by the Department of the Interior, that fact has had no influence in determining the policy of the Marconi company in cases of danger or distress, or other special circumstances seeming to demand a relaxation of rigid rules.

Photography in the Public Schools.

To the Editor of The Sun—Sir: The idea of teaching children photography in the public schools advanced by Mr. Piric MacDonald is capital. The present system of teaching—in all branches, not only drawing—lacks spontaneity.

To take pleasure in drawing is a gift granted to comparatively few, and those children who long instinctively for cultivation of taste would get it more easily by "playing at photography" than by using copy books or studying after casts. The process in this is stereotyped, and the one with a camera would be vital, as it teaches children to look for subjects themselves independent of any tradition.

a company even employing infringing apparatus, if the nature of the call was as indicated.

The only liners employing Marconi apparatus (or any other apparatus) which could have been within range of communication with the Columbia on the days during which its search continued were the Teutonic, Victorian, Celtic, St. Paul, La Gascogne, Umbria, Ultonia, Ivernia, Ryndam, Minneapolis, Finland, Deutschland, Campania, Zeeland and Philadelphia. These vessels are all equipped with Marconi apparatus, and if Capt. Bowyer will indicate which one of these, or what other vessel, was communicated with and refused a response, the operator will receive such discipline as is provided for in cases of disobedience of orders by employees in this and all other well regulated companies.

MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA.

By I. Bottomleif, Secretary.

New York, Sept. 27.

From a Pennsylvania Philosopher TO THE EDITOR OF THE SUN-Sir: Erudition o be measured inversely according to the remote ness and compression of the ascertained molecular knowledge. The Sun, for instance, though never below the best standards of enlightened and efficien THE SUN. for instance, though never journalism, still never assumes to overlay its col-umns with titular degrees of science and learning D., LL. D., L. H. D., S. T. D., &c. Yet exactly the same items you find recorded in The SUN to day would not only double doctor Dr. Peters or Dr. Hilprecht if hitherto undoctored by their similar finds through Nippur tablets, but by the same stroke institute new bones of contention between doctors and others. In a parallel fashion such digests of and others. In a paramet tasmion such digests of current affairs as you daily peruse in every com-petent newspaper's editorial columns would entitle the writers to pompous designation. Still incalculably higher in the same inverse pro-

portion shall astronomers' trophles rise; for if scientific astronomy could survey Sirius and Vega with even a schoolboy's garbied sort of confidence in common geography, there were need of some fourth dimension, practically operative, to contain that advancement within doctoral terms.

Likewise in language: What the veriest clever babbler can prate us in French, Castillan, the tangible tongues familiar, becomes an overwhelming linguistic achievement when hypothetically deduced several cycles backward.

So, notwithstanding the arch radical simplicity of all human and earthly knowledge essentially considered, it waxeth a very great California big tree at long range perspectives. Pottstown, Pa., Sept. 26.

Sure Prevention of Railway Accidents.

From the Rattroad Gazette. The principal recommendation of the New York State Railroad Commissioners in their report on the Fifty-third street derailment on the Manhattan elevated is that all trains shall stop before passing the switch leading to the curve; both those that are to run through the curve and those that are to continue on the straight line.

If the rule to regularly stop is the true preventive of this kind of disaster, why should not the same remedy be applied at Mentor, or at every sharp curve approaching a high bridge? In sh New York Railroad Commissioners have raised a question, which they have not answered, as to the dequacy of the discipline of locomotive runners in general, and of Manhattan railway motormen in particular.

this case we are inclined to say the remedy is bad. Good discipline everywhere and good signals are better preventives of accidents than local rules imposed by investigators is a hysterical

Sign of a Warm Fall. From the Milwaukee Sentinel. "We are reasonably sure of a warm fall, which

should last for at least six weeks," said Howard Osborne of Waukegan. "At least I am told that owing to conditions which existed at the time the sun crossed the line last Thursday the weather all over the northern hemisphere will be mild and agreeable well into October. This is prophesied for the reason that at the exact hour that the sun crossed the equator the prevailing direction of the wind was southwest. Old weather observers tell me that it is a never failing sign of mild weather when the wind at that time is in any southern quar-ter. A northerly wind, they say, is usually accomby cold and rainy weather, which almost invariably lasts until the real winter sets in.

THE ANCIENT DIVING BELL. Description of One in Use 4,000 Years

TO THE EDITOR OF THE SUN-Sir: In THE Sun of September 24 it is said that an experi-ment with a diving bell was made in the presence of Charles V., but that Edmund Halley, about 200 years ago, is usually regarded as its inventor. In 1683 a small volume was published of a miniature in folio shape, in Paris, with "privilege of the King" Louis XIV. It contained a remarkable preface by Pierre Vattier, professor of Arabic in the

Pierre Vattier, professor of Arabic in the University of Paris, in which he earnestly entreated the Great Monarch to take over Egypt, describing the depressed state of a country which, alternately with the Euphrates valley, had controlled the Mediterranean and near eastern world. His appeal was unheeded, in spite of the traditions which Latin pilgrims and St. Louis had made familiar.

The volume contained a translation of Arabic manuscript, compiled by Murtadi ion Gaphiphe, in Middle Arabia, in the fifteenth century. So far as I am aware, the only copy in the United States is in my possession. It describes Egypt in wondrous fashion, giving Arabic stories of the same sort as those familiar to the readers of Herodotus-in one chapter he describes the foundations of Canopus, the scaport lying to the east of Alexandria, which was at the mouth of that navigable branch of the Nile which in my plan for the development of the country would make Cairo once more accessible to seagoing ships.

According to tradition, says Murtadi, the

plan for the development of the country would make Cairo once more accessible to seagoing ships.

According to tradition, says Murtadi, the king experienced great difficulty in building the breakwater and jettles. The blocks which were laid by day disappeared every night. At last a sea nymph told him how to overcome the obstacle. "Take," said she, "a vessel of glass large enough to contain several draughtsmen, with a supply of provisions, and the material for their work. Lower it to the bottom of the sea, and let them sketch the marine monsters who destroy the work. And be sure to put a cord, with a bell attached to the ropes by which the vessel of glass is lowered, so that they can ring when they want to ascend." The sketches were to be used in making other monsters of stone to be placed along the shore and drive away in terror the living monsters of the deep.

As this story was written in Arabia, it is certain that it was not invented by Murtadi; and it must always remain surprising that, with the countless papyri which we possess, so very few have any scientific value. The map of a gold mine, B. C. 1300, is unique in cartography for more than 2,000 years; yet Ezekiel knew enough to draw a sketch map of Jerusalem! with, doubtless, conventional signs used by the draughtsmen of his day. However, it is certain that if there is to be a revival of commercial activity in Asia Minor, the European engineers will And it difficult to improve on the results of those who built the moles of Tyre and Cæsarea.

New York, Sept. 25. Cope Whittehouse.

THE SKYSCRAPER. The Question of Equity in Its Building

Considered. To THE EDITOR OF THE SUN-Sir: IS seems to be something more than a popular conception that a man can have his building

tion bear examination?

Now, of course there must be a limit of safety, but is there not as truly a limit in equity, if not in law? For obviously the safety, but is there not as truly a limit in equity, if not in law? For obviously the whole of lower New York couldn't be built to a height of thirty stories, for instance, because, even if there were any use for such vast areas of office buillings, after a reasonable height was reached the loss at the bottom by reason of obstructed light, &c., would be greater than the gain at the top, would be greater than the gain at the top. But perhaps there could be determined a height to which all of the more valuable realty could be built up at a profit and with a just reference to the rights of all.

Once this height should be determined, it seems obvious that individual owners or corporations should be held strictly to conform to it. The point f wish to make clear is that no single individual owner has a right to build higher than all might build—whether that should be legally determined to be ten. fifteen or twenty stories.

I can think of a reason why a halt has not been called long before now, which is that the skyscraper site seems to set the pace for all adjoining values. But the fallacy of such a view lies in the fact that it would not be profitable—nor possible, practically—to build any considerable part of lower Broadway, for instance, continuously to a height of twenty stories.

The conclusion of the matter, then, seems to be that the abnormal skyscraper, frequently for blocks around it, is simply appropriating rental values which in equity, at least, should be distributed over far larger areas.

BROOKLYN, Sept. 27.

BROOKLYN, Sept. 27.

To the Editor of The Sun-Sir: In view of the oft reiterated plaint that we, as a nation, possess no distinctive and singable American air or na tional hymn, is there not an excellent opportunity for some of our patriotic philanthropists who are yearning to turn loose some of their surplus cash in a worthy cause to confer a blessing on our cou try and incidentally to cover themselves with glory? It would seem so to one who has not the

necessary pelf for such an undertaking. It is scarcely necessary to discuss the reasons why we have no national hymn-or that we have so many-but it is pertinent to submit that we ought to have one particular air of strictly American spirit and construction which all the people might sing, at least in some kind of fashion.

I am not forgetful of the fact that efforts have been made from time to time to fill the vold, but am persuaded that the game has not been made big enough for the candle. Musicians, composers and authors are as human as other mortals, and filthy lucre has none the less attractions for them. Inspiration is very often a result of a good digestion and a comfortably filled stomach. The nation and a comfortably filled stomach. The nation has passed through many a heroic crisis which ought to have furnished the happy inspiration but did not, and it is just as reasonable to expect that it will appear in the "piping times of peace" as in those of strenuous war.

Hoping an effort in this direction might lead to results, therefore I would beg to suggest some such plan as the following: That a contribution be made of \$10,000 or \$20,000 by some of the aforesaid patriotic philanthropists with which to conduct a contest open only to native and naturalized Americans, whose compositions should be submitted to a commission of musicians of un-questioned ability and authority, appointed by public authority to pass upon the work and award one-balf the above amount to the contestant ad-judged submitting the best composition, the remainder to be a fund for expense of commiss publication, &c. Also that profits on the sale of song above cost of publication be paid to the author as royalty. To check a flood of worthless trash being dumped on the commission it would be ad visable to charge a small fee for each manuscript submitted, and this item—which might grow to some pretensions-should go into the general ex-

Such a contest, with such incentives, ought and I believe would enlist the best talent in America and if it does not furnish the desired result it is quite useless to worry about a national hymn.

BERT CARMON.

The Growth of an Interior Town. TO THE EDITOR OF THE SUN-Sir: The electric

CAMDEN, Mo., Sept. 25.

touch of industrial progress has stimulated the venerable town of Schenectady in a manner which must relegate to retirement the popular song "It's eighteen miles from Schenectady to Troy."

Schenectady (Schagh nack-taa-da. 1, e., beyond the hills) was established in 1684 on the site of an Indian village on the Mohawk, Oran gugh harce ("a great mulitude collected together"). It was the meeting place of the Mohawks. Holland Dutchmen first settled it. It became a city in 1798. Three years before that Union College, which has added much to the celebrity of Schenectady, was established. From 1798 to 1898 Schenectady was a small central New York town made notable by ong writers, parodists and humorists on account

of its name. In 1850 it had a population of only 19,000-not much for a New York city established a century before. But electric appliances came to be manu-factured in Schenectady and locomotive engines made there. It became "the electric city," with a force of 3,000 workers in electrical appliances. The population grew in ten years from 19,000 to R1,000. The growth begun in 1800 did not culminate in 1800 with 31,000. The present population of Schenectady, five years later, is \$8,000 and at the recent rate of increase Schenectady in 1810 and 1810 to 1810 will be a city of 100,000, one of the chi-f cities o

the Empire State.

The coornious influence of electricity upon the development of the industrial interests of the United States is shown in this growth. NEW YORK, Sept. 26

The Negro Doomed to Extinction.

From the National Magazine.

Through the working together of the influences affecting the negroes, the birth rate will decrea at the, and that not very far distant, when the lat-ter will exceed the former and the race will rapidly decrease, the race problem cease to be a problem, and then will come extinction. This will as cer-tainly occur as it has occurred to the North American Indian and the native of the Sandwich Islands. the negro not being able to stand civilization any better than the Indian or the islander.